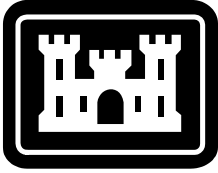


APPENDIX A

Notice of Intent/Notice of Preparation/Initial Study (NOI/NOP/IS)



**US Army Corps
of Engineers®**



SPECIAL PUBLIC NOTICE

PUBLIC SCOPING MEETING for the Pacific Energy Crude Oil Marine Terminal and Pipelines Project on Pier 400 (Preparation of a Draft Supplemental Environmental Impact Statement/Supplemental Environmental Impact Report)

LOS ANGELES DISTRICT

Meeting Date: July 8th, 2004

SCOPING MEETING

The U.S. Army Corps of Engineers (USACE or Corps) Los Angeles District and the Los Angeles Harbor Department (LAHD or Port) will jointly conduct a public scoping meeting for the proposed Port of Los Angeles Pacific Energy Crude Oil Marine Terminal and Pipelines Project Draft Supplemental SEIS/SEIR on July 8th, 2004 at **6:30 p.m.**, to receive public comment and assess public concerns regarding the appropriate scope and preparation of the Draft SEIS/SEIR. Participation in the public meeting by federal, state and local agencies and other interested organizations and persons are encouraged. This meeting is to be conducted in English and Spanish. Members of the public who wish to communicate and listen entirely in Spanish are encouraged to attend this meeting. The meeting will be held at:

**Banning's Landing Community Center
100 E. Water Street
Wilmington, CA 90744**

Please see the attached map for the location of public scoping meeting.

This scoping process is intended to provide the Corps and the Port with information the public feels is necessary to establish the appropriate scope for preparing the environmental analysis in the proposed future SEIS/SEIR. The Corps and the Port are not yet requesting public input on the merits or detriments of the overall proposal, nor advice on whether or not to approve or deny the proposal. There will be future opportunity to provide these types of comments during the permit review process.

During the public scoping hearing, anyone wishing to make a statement will be allocated a certain amount of time to provide information on the proposed project. The amount of time each person is allowed will be directly dependent on the number of people who sign up to speak at the public hearing. We would like to encourage

interest groups to designate an official spokesperson to present the group's views. We plan to allocate a larger amount of time to official representatives of such groups.

Groups wishing to designate an official representative must notify the Corps in writing prior to, but not later than, Friday, July 2nd, 2004. The determination of this extended speaking time will be based on the number of responses received by the Corps. This rule will be strictly enforced at the discretion of the Corps' hearing officer.

Written comments to the Corps and Port will be received until **July 16th, 2004**. **Written comments should be addressed to the address below:**

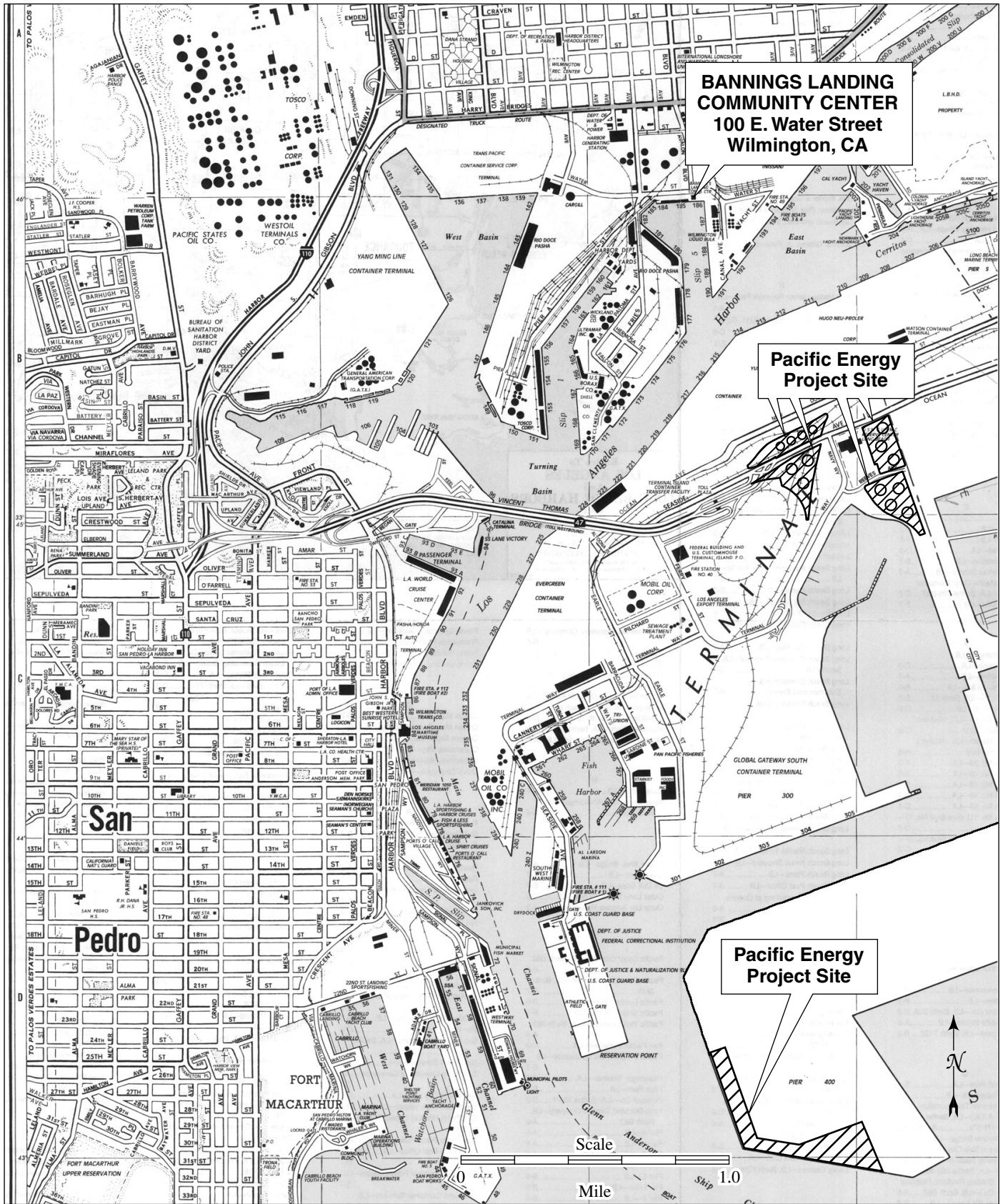
U.S. Army Corps of Engineers, Los Angeles District
Regulatory Branch and the Los Angeles Harbor Department
c/o Joshua Burnam and Dr. Ralph G. Appy
ATTN: CESPL-CO-R-2004-0-0917-JLB
P.O. Box 532711
Los Angeles, California 90053-2325

Parties interested in being added to the Corps' electronic mail notification list for the Port of Los Angeles can register at: www.spl.usace.army.mil/regulatory/register.html. This list will be used in the future to notify the public about scheduled hearings and availability of future public notices.

Contacts:

Army Corps of Engineers Project Manager - Joshua L. Burnam - (213) 452-3294;

Port of Los Angeles Contact - Dr. Ralph Appy - (310) 732-3497



Scoping Meeting Location

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NOTICE OF INTENT/NOTICE OF PREPARATION

Interested parties are hereby notified that a preliminary application has been received for a Department of the Army permit for the activity described herein. The Corps is considering the Port's application for a Department of the Army permit under the Clean Water Act Section 404 and River and Harbor Act Section 10 to construct docking facilities (breasting dolphins) and petroleum product loading apparatus associated with the proposed project.

Interested parties are invited to provide their views on the scope of the Draft Supplemental SEIS/SEIR, which will become a part of the record and will be considered in the development of the SEIS/SEIR. This SEIS/SEIR will be used as part of a permit decision pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403) and Section 404 of the Clean Water Act of 1972 (33 U.S.C. 1344).

The Corps, in conjunction with the Port, is examining the feasibility of constructing a liquid bulk terminal to receive and transfer of crude oil and intermediate petroleum products at Pier 400 in the Port of Los Angeles. The Corps and the Port independently determined under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), respectively, that there are potential significant environmental impacts associated with the proposed action, and an Environmental Impact Statement (EIS) and Environmental Impact Report (EIR) are required.

The primary Federal concerns are related to the construction of structures in or affecting navigable waters of the United States, the discharging of materials within waters of the United States, and potential significant impacts on the human environment from such activities. Therefore, in accordance with the National Environmental Policy Act (NEPA), the Corps is requiring the preparation of an EIS prior to reaching a permit decision. The Corps may ultimately make a determination to permit or deny the above project, or permit modified versions of the above project. The Corps has prepared and published a Notice of Intent (NOI) to prepare an EIS for the proposed project in the *Federal Register*.

Pursuant to the California Environmental Quality Act (CEQA), the Port will serve as Lead Agency for the preparation of an EIR for its consideration of development approvals within its jurisdiction. The Port prepared, as part of the Notice of Preparation (NOP), an Environmental Checklist for the EIR determination, in accordance with current City of Los Angeles Guidelines for the Implementation of the California Environmental Quality Act (CEQA) of the 1970, (Article I); the State CEQA Guideline, (Title 14, California Code of Regulations); and the California Public Resources Code, (Section 21000, et seq.).

The Environmental Checklist is attached to this Public Notice for public review and comment. Public comments should be submitted by July 16th, 2004.

The Corps and the Port have agreed to jointly prepare a Draft SEIS/SEIR in order to optimize efficiency and avoid duplication. The Draft SEIS/SEIR is intended to be sufficient in scope to address both the federal and the state and local requirements and environmental issues concerning the proposed activities and permit approvals.

SUPPLEMENTARY INFORMATION:

Background: USACE and LAHD previously prepared and certified the *Deep Draft Navigation Improvements, Los Angeles and Long Beach Harbors, San Pedro Bay, California Final SEIS/SEIR* (Deep Draft SEIS/SEIR) that in part analyzed the impacts of creation of Pier 400 from dredge material and the subsequent construction and operation of a new liquid bulk terminal on the new Pier 400 land (USACE and LAHD, 1992). LAHD approved the Deep Draft EIS/EIR in its action of November 18, 1992; and the USACE issued a Record of Decision (ROD) on January 21, 1994. The SEIS/SEIR being prepared for this specific action is a supplement to

the Deep Draft EIS/EIR.

Project Purpose and Need: The primary purpose of the proposed project is to provide a deep-water berth that is able to efficiently accommodate the larger 375,000 dead-weight-tons (DWT) deep-draft vessels that are becoming a more common part of the world's oil transport fleet. In line with this primary purpose is the goal of providing a modern terminal to provide efficient, high-volume transfer of crude oil and intermediate petroleum products through a drain-dry pumping, pipeline, and storage system that would maximize the overall crude-handling efficiency and capacity of the terminal. This includes completing the related transfer and storage facilities needed to accommodate the forecasted and planned increases in volume of crude oil and intermediate petroleum products shipped through the Port. In order to meet this purpose and need, the following objectives need to be accomplished:

- Construct and operate a crude oil terminal that maximizes the use of existing waterways and available shoreline;
- Construct sufficient berthing and infrastructure capacity to accommodate foreseeable crude oil and related petroleum product volumes entering the Port; and
- Provide needed terminal accessory buildings and structures to support the anticipated product handling requirements.

Proposed Action: Major project elements to be covered in the Draft SEIS/SEIR include: construction and operation of a new marine terminal, storage terminals, and pipelines. The landside developments will include (1) development and construction of the liquid bulk marine terminal facilities on Pier 400, (2) construction of product storage terminals on Terminal Island and/or other suitable sites, (3) construction of a 42-inch pipeline to connect the Marine Terminal to the Storage Terminals, (4) construction of two 36-inch pipelines from the Storage Terminals to link with an existing 36-inch pipeline running between the ExxonMobil Southwest Terminal on Terminal Island and the Ultramar Liquid Bulk Terminal on Mormon Island (one of the 36-inch pipelines would deliver product to the Exxon/Mobil Southwest Terminal and the other would deliver product to the Ultramar Liquid Bulk Terminal), and (5) construction of a 24-inch pipeline from the Ultramar Terminal to the Ultramar/Valero Refinery located north of the Terminal Island Freeway and south of Anaheim Street. The project site locations and regional vicinity of the proposed project are shown in Figure 1. The layout of the proposed crude oil marine terminal on Pier 400 is shown in Figure 2.

Project Site: The proposed marine terminal portion of this project would be located on the western side (Face C) and southern side (Face D) of Pier 400 in the Port's Planning Area 9 (see Figures 3 and 4). The currently identified new storage terminal sites would be located on Terminal Island and would also be in the Port's Planning Area 9. The proposed terminal would require approximately 4 million barrels of storage capacity. Five sites within the port (described below) with a total storage capacity of approximately 3.5 million barrels have already been identified. The total storage capacity will be limited to 3.5 million barrels pending identification of other sites in or outside the Port that could accommodate the project, in its entirety or in part, or accommodate the remaining needed capacity (approximately 500,000 barrels). Pacific Energy's anchor customer plans to use 1.0 million barrels of capacity and Pacific Energy would use the other 3.0 million barrels to serve other customers. The currently identified storage terminal sites are described in the following paragraphs and are shown on Figure 5.

Reeves Avenue/Navy Way Site. The Reeves Avenue/Navy Way Site is a 10.82-acre (4.4-hectare) site that can accommodate four (4) 250,000-barrel storage tanks plus related manifolds and pumping equipment (see Figure 5). The proposed 42-inch-diameter offloading pipeline from the Pier 400 Marine Terminal dock would terminate at this site. The property that would be utilized by Pacific Energy is under the control of the LAHD

and excludes the nearby strip of land controlled by the U.S. Navy.

Site 6a. This 9.72-acre (3.9-hectare) site, North of Seaside Avenue, is narrow and long and would not provide sufficient width for the construction of 250,000-barrel storage tanks (see Figure 5). However, Pacific Energy could fit 140,000-barrel tanks into this space and would build four (4) tanks for a total capacity of 560,000 barrels.

Naval Reserve Center Site. The Naval Reserve Center Site is located east of Terminal Way between Seaside Avenue and Reeves Avenue. Pacific Energy could build three (3) 250,000-barrel tanks on the property (see Figure 5). Pacific Energy assumes that the easterly half of this property, which is approximately 11 acres (4.5 hectares), could be used for the proposed project since this section of the property is either vacant or is being used for operations which could be easily located elsewhere. Pacific Energy's design maintains the existing entrance to the property, the large parking area on the westerly half, and the main Navy Reserve building in the Northwest corner. LAHD has begun consultation with the U.S. Navy concerning use of this site.

Seaside Avenue/Terminal Way Site. The Seaside Avenue/Terminal Way Site is a 12.47-acre (5.0-hectare) triangular shaped piece of property that is split in half by an active rail system (see Figure 5). However, relocation of the existing rail to the inside edge of the property would allow Pacific Energy to build three (3) 250,000-barrel tanks at this location.

Pier 400 Site. Pacific Energy could build one (1) 500,000-barrel storage tank on the Face D side of Pier 400 (see Figure 4). This tank would be built in conjunction with other offloading equipment required for the new marine terminal such as pumps, manifolds, electrical buildings, and a small 50,000-barrel surge tank to be used for pumping operations. Use of this site will require consultation with the U.S. Fish and Wildlife Service and the California Department of Fish and Game regarding the nearby least tern nesting site on Pier 400.

Proposed Action Construction: Construction would consist of three primary activities, i.e., marine terminal construction, storage terminal (tank farm) construction, and pipeline construction.

Marine Terminal Construction. The principal elements of the proposed marine terminal project are described below.

1. Construct and operate the following marine structures:

- a) Construct approximately 6000 square feet (SF) of unloading platform (ULP) with dock house and placement of 8 steel and/or concrete piles in waters of the U.S.
- b) Construct approximately 8000 SF of breasting dolphins (BD), and placement of approximately 16 steel and/or concrete piles in waters of the U.S.
- c) Construct approximately 8000 SF of north and south trestles (NST) with roadway, and pipe-way, and placement of approximately 20 steel and/or concrete piles in waters of the U.S.
- d) Construct approximately 270-foot wharf (23,500 SF) along the existing rock dike and adjoining the NST, and placement of approximately 70 concrete piles in waters of the U.S.
- e) Construct approximately 4500 SF of walkway, and placement of approximately 8 steel and/or concrete piles in waters of the U.S.
- f) Construct approximately 1500 SF of floating dock and gangway and placement of approximately 8 concrete piles in waters of the U.S.
- g) Construct approximately 6 power capstans (shore mooring points) with approximately 48 concrete piles in waters of the U.S.
- h) Construct control building.
- i) Construct fire protection system.

- j) Construct spill containment boom.

2. Construct and develop 10 acres of backland area for roadway, pipelines, buildings and landscaping.

Offloading Berth. The proposed liquid bulk-offloading berth would be designed to accommodate marine crude oil tankers up to 375,000 DWT, with a length overall (LOA) of 1,200 ft (366 m) and 2.8 million barrel capacity. The maximum allowable vessel draught at the proposed Pier 400 Berth is 79.5 ft (24.2 m). The offloading arms would be designed to deliver crude oil from ships to the proposed storage terminals at rates that average 52,500 gallons per minute (75,000 barrels per hour [BPH]). Initially, the marine terminal would deliver an average of about 150,000 barrels per day from vessels to the proposed storage terminals.

Storage Terminal (Tank Farm) Construction. Storage terminals with 3.5 million barrels of capacity would be constructed at the sites previously described. An additional site with up to 500,000 barrels of capacity has yet to be identified. This remaining unidentified site may be located on or off of Port property.

The proposed tanks would be designed for crude oil storage and service. The total number of tanks will depend on the final selection of tank sites. It is anticipated that the tanks would be external floating roof, drain dry, welded steel crude oil storage tanks, designed and constructed in accordance with the API Standard 650, Welded Steel Tanks for Oil Storage. Although the final dimensions of the tanks would be determined during detailed design, the current proposed dimensions for a 500,000-barrel tank are nominally 285-ft (86.9 m) diameter by 48-ft (14.6 m) tall.

Principal components of the storage terminals to be constructed would be:

- 1) External floating roof, drain dry, welded steel crude oil storage tanks.
- 2) Containment structures and dikes including primary containment structures that encircle all tanks.
- 3) Control, switchgear, and storage buildings.
- 4) Electrical substation and electrical power system.
- 5) Fire suppression and emergency response systems.

Pipeline Construction. Pipelines to be constructed would include a 42-inch pipeline from the Pier 400 Marine Terminal to the Storage Terminals, two 36-inch pipelines from the Storage Terminals to connect to the existing Kinder Morgan Energy Partners (KMEP) 36-inch pipeline at a point on Terminal Island, between ExxonMobil Southwest Terminal, and the Ultramar Liquid Bulk Terminal on Mormon Island. A new 24-inch pipeline would be constructed from the Ultramar Liquid Bulk Terminal on Mormon Island, to the Ultramar/Valero Refinery.

Proposed Action Operation: Activities and system elements that would be associated with the operation of the Marine Terminal, the Storage Terminals, and the Pipelines are listed below.

- 1) Site access and security.
- 2) Process control and safety systems.
- 3) Vapor and leak monitoring/detection.
- 4) Spill detection and containment.
- 5) Storm water drainage and treatment system.
- 6) Wastes/waste handling.
- 7) Chemical storage (lubricating oil, hydraulic fluid, water based solvents, fire fighting foam surfactant, oil drag reducing agents, corrosion inhibitors, etc.).

- 8) Lighting.
- 9) Product transfer operations.
- 10) Fire detection and suppression.
- 11) Cathodic protection system.

Issues: There are several potential environmental issues that will be addressed in the SEIS/SEIR. Additional issues may be identified during the scoping process. Issues initially identified as potentially significant include:

- 1). Impacts to air quality from new air emissions;
- 2). Potential for cultural impacts due to pipeline disturbance of historical resources;
- 3). Geological issues, including risks from known seismic activity and the presence of expansive soils;
- 4). Potential for hazardous materials impacts through transport and use of crude oil products and risk of upset or accident;
- 5). Impacts to hydrology, including known risks due to seiches and tsunamis;
- 6). Potential impacts on public health and safety;
- 7). Potential impacts on aesthetics due to light and glare;
- 8). Potential impacts on biological resources, in particular impact to the least tern nesting area on Pier 400;
- 9). Potential noise impacts during both construction and operation phases;
- 10). Impacts to marine vessel traffic, including marine navigation; and
- 11). Cumulative impacts.

Alternatives: Alternatives initially being considered for the proposed project include the following:

- 1). Proposed Action as described above (does not require dredging activity).
- 2). Expansion of other crude oil terminals within the POLA.
- 3). Development of a new landfill and/or terminal within the POLA.
- 4). Expansion or construction of a crude oil terminal outside of the POLA.
- 5). Lightering of crude from deep-water locations in the Inner or Outer Harbor.
- 6). Development of a deepwater offshore mooring site with connection to onshore storage facilities via underwater pipeline.
- 7). Combination marine terminal/lightering operation.
- 8). Near-shore dredging with wharf setback.
- 9). No Project (no physical changes).
- 10). Relocation of existing liquid bulk facilities with wharf construction.
- 11). No Federal Action (no structures or dredging in waters of the U.S.).

AVAILABILITY OF THE DRAFT SEIS/SEIR

The joint lead agencies expect the Draft SEIS/SEIR to be made available to the public in early 2005. A public hearing will be held during when the Draft is available.

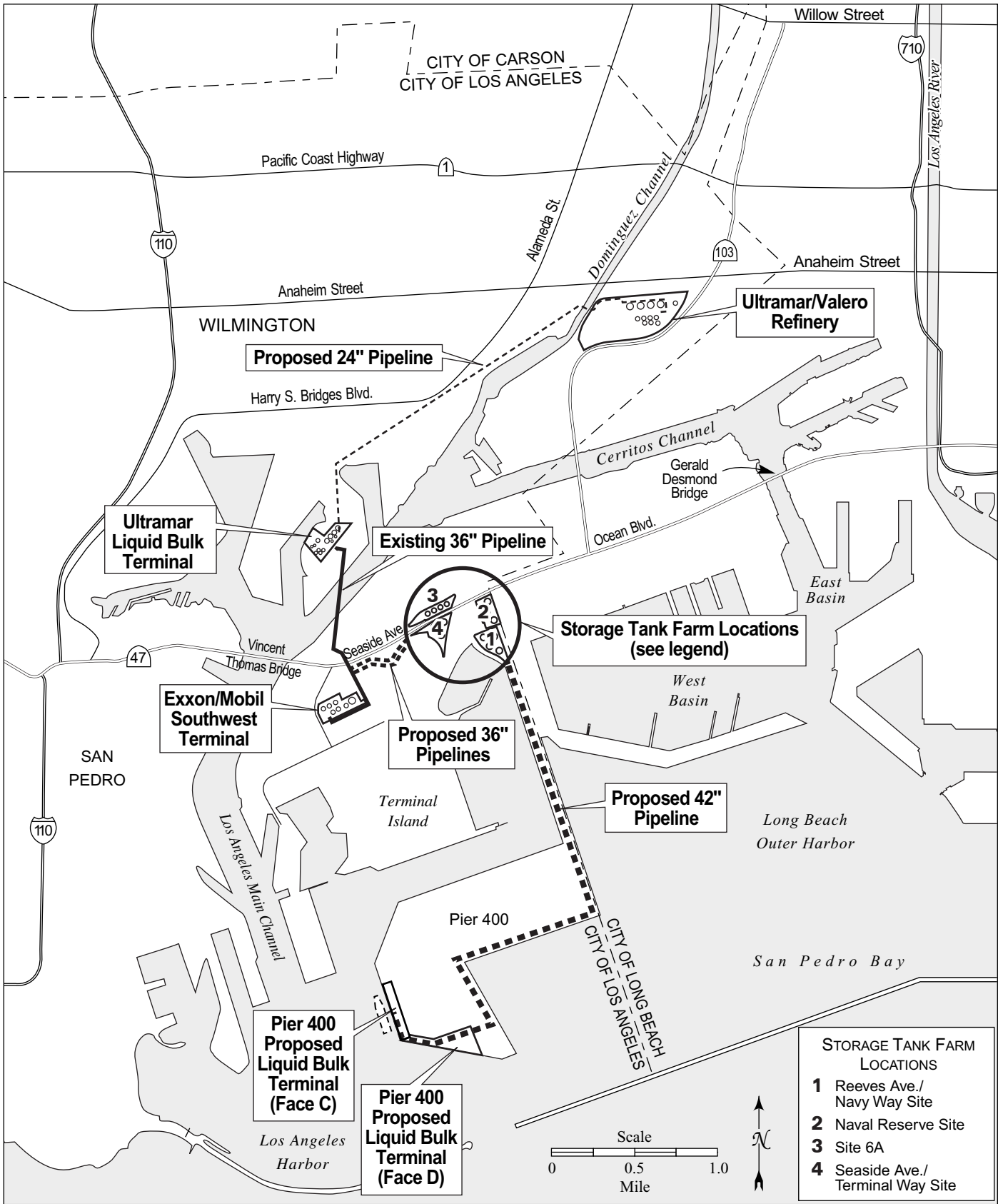


Figure 1. Project Site Locations and Vicinity

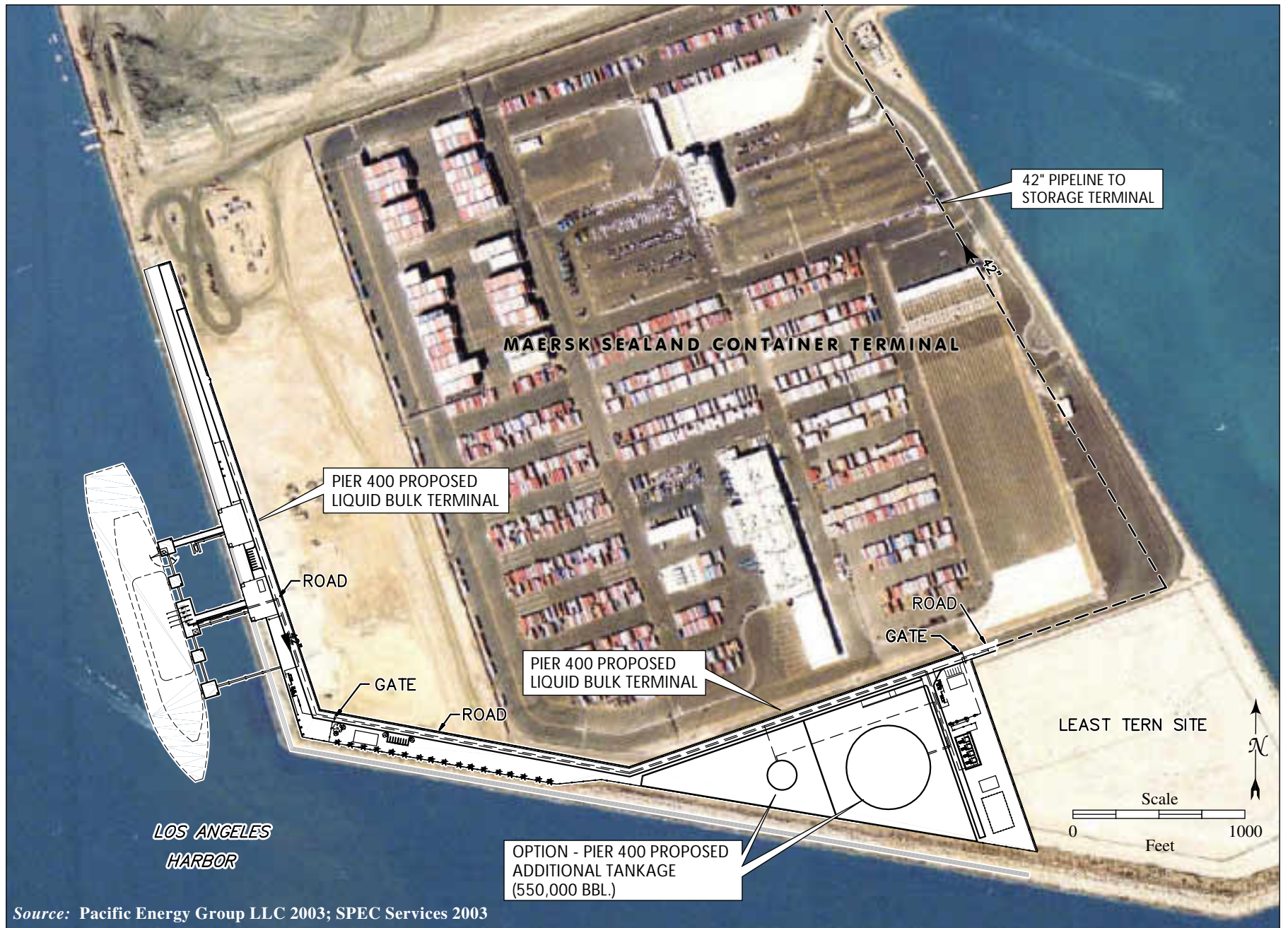


Figure 2. Layout of the Proposed Crude Oil Marine Terminal on Pier 400

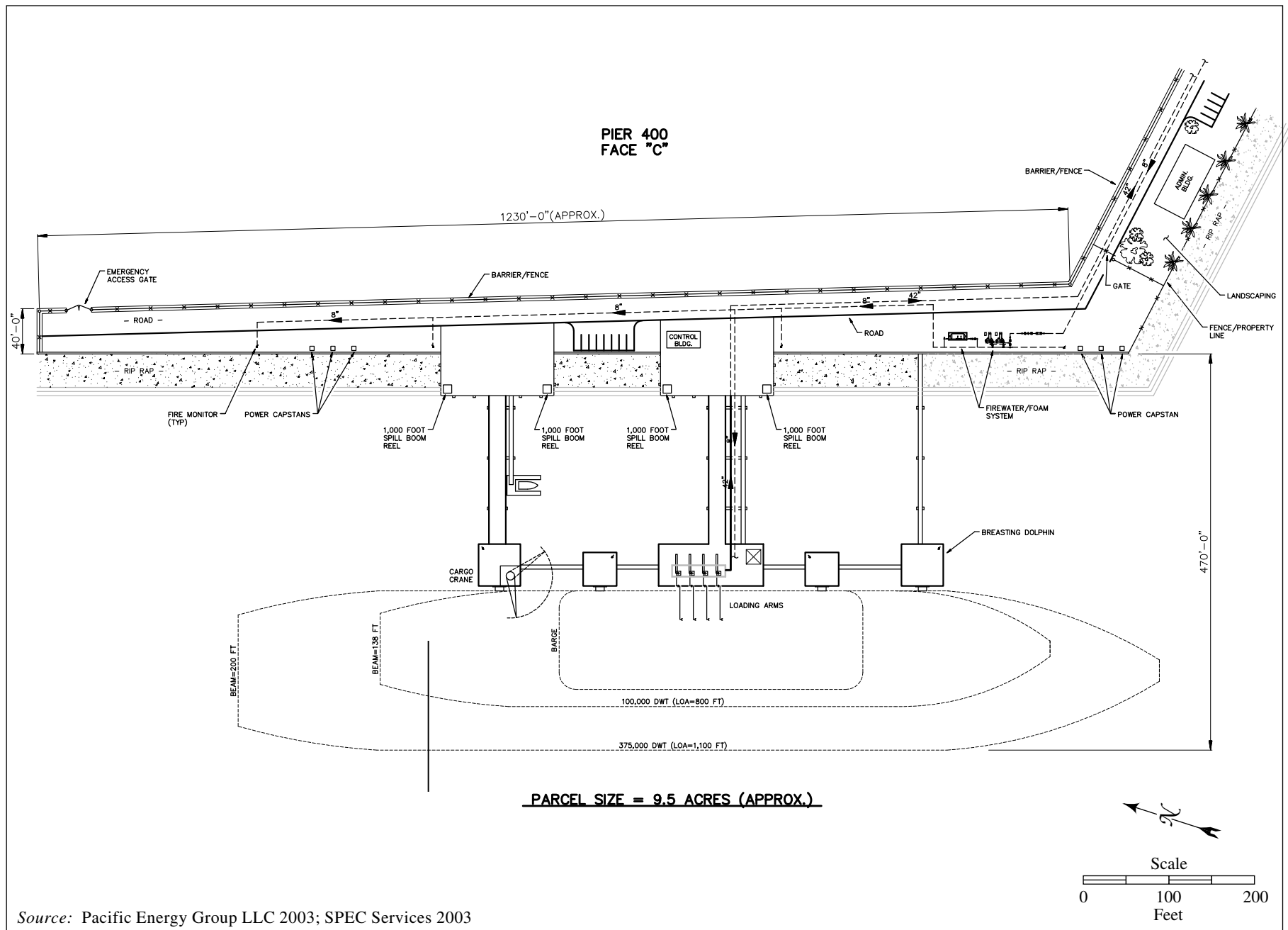


Figure 3. Face C of the Proposed Crude Oil Marine Terminal on Pier 400

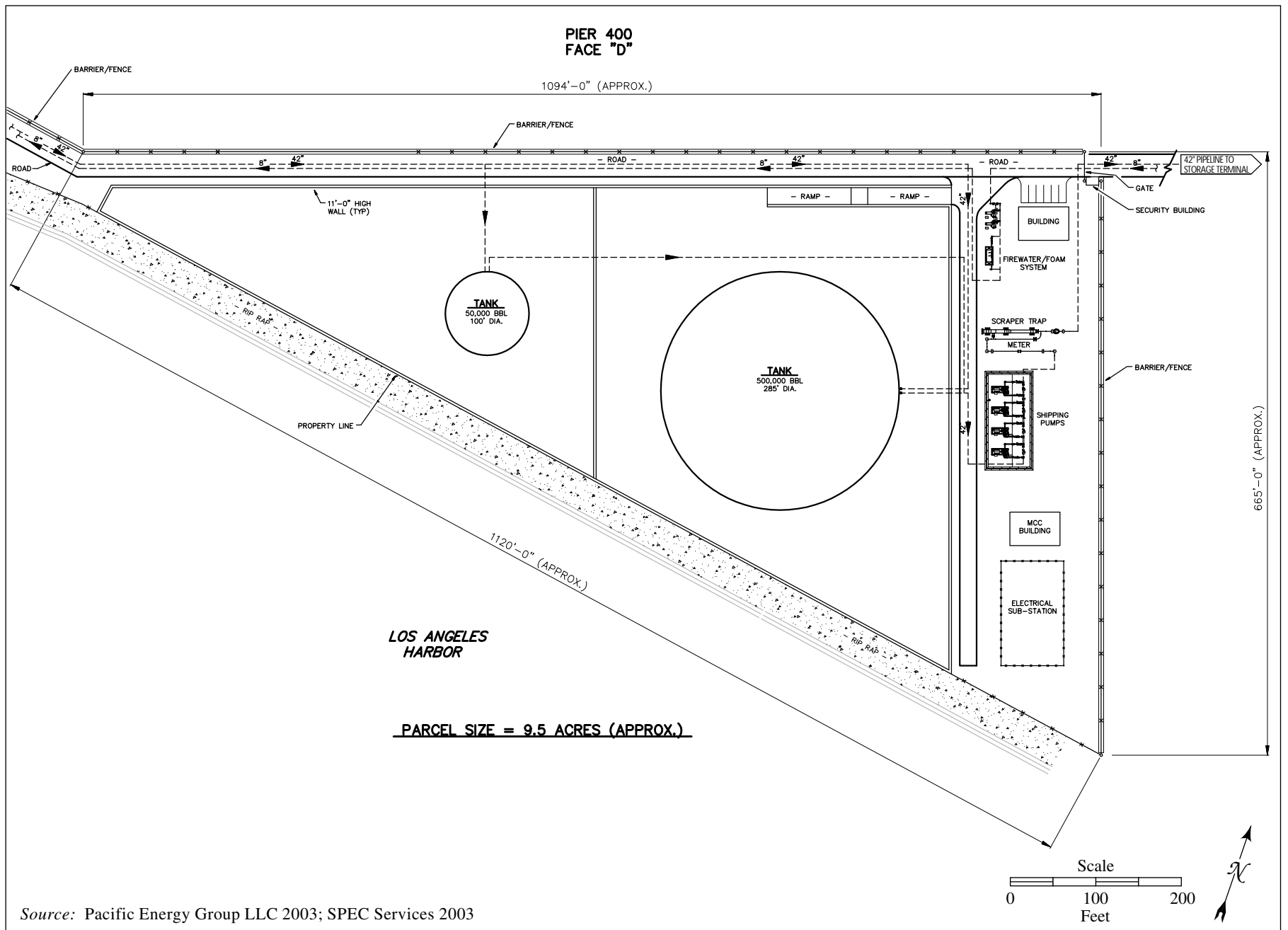


Figure 4. Face D of the Proposed Crude Oil Marine Terminal on Pier 400

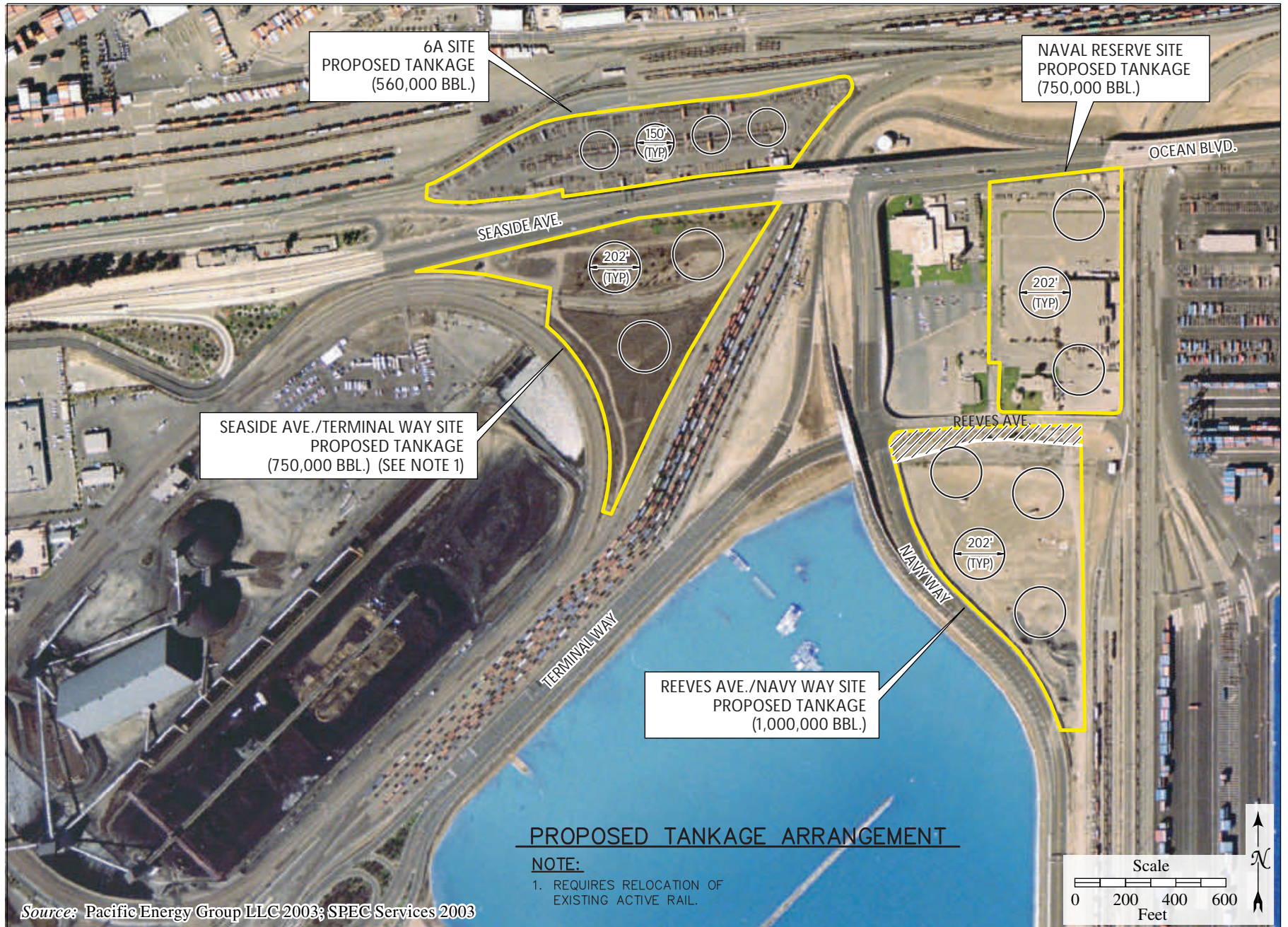


Figure 5. Proposed Storage Terminal Locations and Layouts

CITY OF LOS ANGELES
 OFFICE OF THE CITY CLERK
 ROOM 395, CITY HALL
 LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT
NOTICE OF PREPARATION

(Article VI, Section 2 -- City CEQA Guidelines)

TO:	RESPONSIBLE OR TRUSTEE AGENCY	FROM:	LEAD CITY AGENCY
	ADDRESS (Street, City, Zip)		Los Angeles Harbor Department
			ADDRESS (Street, City, Zip)
			425 South Palos Verdes Street
			P.O. Box 151
			San Pedro, CA 90733-0151

▶ SUBJECT: Notice of Preparation of a Draft Environmental Impact Report

PROJECT TITLE PPS Holding Company - Proposed Crude Oil Marine Terminal - 030407-061	CASE 030407-061
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PROJECT APPLICANT, IF PPS Holding Company 5900 Cherry Avenue	Long Beach	CA 90805	Wright, David	(562) 728-2821
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The City of Los Angeles will be the Lead Agency and will prepare an environmental impact report for the project identified above. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by this City when considering your permit or other approval for the project.

The project description, location and probable environmental effects are contained in the attached materials.

- A copy of the Initial Study is attached.
- A copy of the Initial Study is not attached.

Due to the time limits mandated by state law, your response must be sent at the earliest possible date but not later than 45 days after receipt of this notice.

Please send your response to Ralph G. Appy Director of Environmental Management at the address of the lead City Agency as shown above. We will need the name of a contact person in your agency.

Note: If the Responsible or trustee agency is a state agency, a copy of this form must be sent to the State Clearinghouse in the Office of Planning and Research, 1400 Tenth Street, Sacramento, California 95814. A state identification number will be issued by the Clearinghouse and should be thereafter referenced on all correspondences regarding the project, specifically on the title page of the draft and final EIR and on the Notice of Determination.

SIGNATURE Ralph G. Appy	TITLE Director of Environmental Management	TELEPHONE (310) 732-3675	DATE 06/08/2004
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Environmental Checklist and Impact Analysis

- 1 Project Title:** Pacific Energy Crude Oil Marine Terminal, Storage Terminals, and Pipelines Project
Environmental Impact Statement/Environmental Impact Report
ADP No. 030407-061
- 2 Lead Agency Name and Address:** Los Angeles Harbor Department
Environmental Management Division
425 S. Palos Verdes Street
Post Office Box 151
San Pedro, CA 90733-0151
- 3 Contact Person and Phone Number:** Dr. Ralph G. Appy
Director of Environmental Management
c/o Kenneth Ragland
(310) 732-3912
- 4 Project Location:** Port of Los Angeles: Pier 400, Terminal Island, Mormon Island, and within the City of Los Angeles.

Figure 1 in the NOI/NOP shows the locations of the proposed marine terminal, storage terminals, and pipelines.
- 5 Project Sponsor's Name and Address:** Pacific Energy Group LLC
5900 Cherry Avenue
Long Beach, CA 90805-4408
- 6 General Plan Designation:** Port of Los Angeles
- 7 Zoning:** [Q] M3
- 8 Description of Project:** The Pacific Energy Crude Oil Marine Terminal, Storage Terminals, and Pipelines Project includes construction of a new deepwater liquid bulk marine terminal on Pier 400, pipelines necessary to transfer crude oil and intermediate petroleum products, and a new storage terminals on Terminal Island (see NOI/NOP).
- 9 Surrounding Land Uses and Setting:** Container terminals, liquid bulk marine terminals, and tank farms.
- 10 Other Public Agencies whose Approval Is Required** National Marine Fisheries Service
U.S. Army Corp of Engineers
U.S. Coast Guard
U.S. Fish and Wildlife Service
California Coastal Commission
California Department of Fish and Game
California Department of Transportation
California Environmental Protection Agency
California State Lands Commission
Department of Toxic Substances Control Board
Regional Water Quality Control Board
South Coast Air Quality Management District

Environmental Factors Potentially Affected:

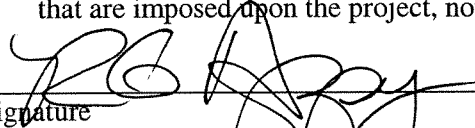
The environmental factors checked below would potentially be affected by this project (i.e., the project would involve at least one impact that is a “Potentially Significant Impact”), as indicated by the checklist on the following pages.

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology/Soils |
| <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance | |

Determination:

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have an impact on the environment that is “potentially significant” or “potentially significant unless mitigated” but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards and (2) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the project, nothing further is required.

Signature 

Date 5/8/04

Ralph G. Appy, Ph.D.
Printed Name

Port of Los Angeles
For

Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained if it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an Environmental Impact Report (EIR) is required.
4. “Negative Declaration: Less than Significant with Mitigation Incorporated” applies when the incorporation of mitigation measures has reduced an effect from a “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less-than-significant level. (Mitigation measures from Section XVII, “Earlier Analyses,” may be cross-referenced.)
5. Earlier analyses may be used if, pursuant to tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration [Section 15063(c)(3)(D)]. In this case, a brief discussion should identify the following:
 - (a) Earlier Analysis Used. Identify and state where earlier analyses are available for review.
 - (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - (c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Incorporated,” describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, when appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to the environmental effects of a project in whatever format is selected.
9. The explanation of each issue should identify:
 - (a) The significance criteria or threshold, if any, used to evaluate each question
 - (b) The mitigation measure identified, if any, to reduce the impact to a less-than-significant level

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

a. Would the project have a substantial adverse effect on a scenic vista?

Potentially Significant Impact. The Port of Los Angeles is located along the southern edge of the City of Los Angeles, where the topography varies from relatively flat areas with low hills near sea level to steeper topography to the west. Four scenic vistas/public view sites that are recognized and designated by the City of Los Angeles are located in the area of the Port: Lookout Point, the Korean Bell Monument, the Osgood-Farley Battery site, and White Point Reservation. All of these view sites are located in San Pedro, with the Lookout Point and the Korean Bell Monument sites having a view of Project sites. The proposed marine terminal portion of the project is located at the southernmost boundary of the Port of Los Angeles, on Pier 400. This terminal and the presence of large tanker vessels at the terminal during project operations could impact the view from Lookout Point and the Korean Bell Monument sites. The new storage tank sites would be located on Terminal Island to the north of Pier 400. The potential storage sites are near other petroleum liquid bulk marine terminals, container terminals, tank farms and/or industrial facilities. Views of the storage sites from off-site public and private vantages would generally be blocked by these adjacent facilities. The pipelines would be underground and, once completed, would not affect any scenic views. The project does not propose demolition; however, construction of the new storage facilities and pipelines could be visible from the Lookout Point, the Korean Bell Monument, and other locations. This issue of scenic vista impact will be addressed within the EIS/EIR.

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact. The California Department of Transportation (Caltrans) is responsible for the official nomination and designation of eligible scenic highways. The proposed project would not have the potential to significantly damage scenic resources within view of a state highway because project sites would not be located in or directly adjacent to a state scenic highway. The closest officially designated scenic highway is a portion of Interstate 210, approximately 22 miles north of the Port site, and north of the City of Los Angeles. The closest highway identified as eligible for listing as scenic (SR 19) is approximately 7 miles northeast of the Port. The project sites would not affect the quality of the scenic vista at these large distances.

Additionally, the City of Los Angeles has designated Scenic Highways in the project area, including a corridor west of the Port that includes John S. Gibson Boulevard, Harbor Boulevard (between Harry Bridges Boulevard and Crescent Avenue), Pacific Avenue (from Crescent Avenue to Paseo del Mar), Front Street, Paseo del Mar, and 25th Street. The project sites would be visible from portions of these routes. However, scenic vista impact would be less than significant because project sites would be too distant and mostly blocked by intervening development. Furthermore, the project sites would be within areas that are primarily industrial/commercial.

The City of Long Beach has designated industrial-educational scenic routes, including Ocean Boulevard within the Port of Long Beach, and the Schuyler Heim Bridge and State Routes 47 and 103 (Terminal Island Freeway) east and north of the project site. The project sites would be visible from only short stretches along these routes, and the sites would fit into the industrial-educational character of the routes. Scenic impact would therefore be less than significant. This issue will not be addressed in the EIS/EIR.

c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact. Construction of the proposed project would consist of three primary activities, i.e., marine terminal construction on Pier 400; storage terminal (tank farm) construction on Terminal Island; and underground pipeline construction between Pier 400, Terminal Island, Mormon Island, and the Ultramar/Valero Refinery. Although the proposed project development and activities would be visible from some scenic view corridors, the new uses would be consistent with the general industrial/commercial nature of the Port and would not significantly impact the existing visual character or quality of the sites and surroundings. However, the proposed 24-inch pipeline would pass near the Banning's Landing Community Center, and the storage tank areas would be within view of Knoll Hill and the Vincent Thomas Bridge. This issue will be discussed in the EIS/EIR.

d. Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

Potentially Significant Impact. Ambient nighttime lighting levels may be increased as a result of the need for illumination of marine terminal equipment, the proposed new transfer and storage facilities, and operations associated with additional vessel calls. This issue will be evaluated in the EIS/EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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II. AGRICULTURAL RESOURCES. In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997), prepared by the California Department of Conservation. Would the project:

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?

No Impact. The California Department of Conservation’s Farmland Mapping and Monitoring Program identifies categories of agricultural resources that are significant and therefore require special consideration. According to the Department of Conservation’s Important Farmland Map, the project site is not in an area designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (California Department of Conservation 1999). No farmland or agricultural resources or operations exist on the project

sites or would be converted by project implementation. This issue will not be addressed in the EIS/EIR.

b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. No agricultural resources or operations exist within the project limits or adjacent areas. The project sites are not zoned for agricultural use but for heavy industrial use ([Q] M3) (City of Los Angeles, 2001); and no Williamson Act contracts apply to the project sites. Therefore, this issue will not be addressed in the EIS/EIR.

c. Would the project involve other changes in the existing environment that, due to their location or nature, could individually or cumulatively result in loss of Farmland to nonagricultural use?

No Impact. No agricultural resources or operations exist within the project limits or adjacent areas. The project sites are not zoned for agricultural use but for heavy industrial use ([Q] M3) (City of Los Angeles, 2001); and no Williamson Act contracts apply to the project sites. Therefore, this issue will not be addressed in the EIS/EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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III. AIR QUALITY. When available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a. Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

- a. **Would the project conflict with or obstruct implementation of the applicable air quality plans?**

Potentially Significant Impact. Project operations would result in increases in air emissions compared with current levels of activity from the project sites. Over time the throughput of crude oil or related petroleum products moved through the Marine Terminal, Storage Terminals, and Pipelines would increase. Emissions from transport vessels, pumps, equipment; and storage tanks would increase and could interfere with the South Coast Air Quality Management District's 2003 Final Air Quality Management Plan. This impact will be assessed in the EIS/EIR.

- b. **Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

Potentially Significant Impact. Project construction would result in fugitive dust and combustion emissions. Project operations would result in increased emissions of criteria air pollutants compared with current levels of activity. The impacts associated with these emissions will be assessed in the EIS/EIR.

- c. **Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?**

Potentially Significant Impact. Project construction would result in fugitive dust and combustion emissions. Project operations would result in increased emissions of criteria air pollutants compared with current levels of activity. Over time the throughput of crude oil and related petroleum products moved through the new Marine Terminal, Storage Terminals, and Pipelines would increase. The impacts resulting from the cumulative impact of these emissions with other project emissions will be assessed in the EIS/EIR.

- d. **Would the project expose sensitive receptors to substantial pollutant concentrations?**

Potentially Significant Impact. Construction activities may expose nearby occupants to air pollution conditions in the form of dust and exhaust emissions. Compliance with SCAQMD rules and regulations, including implementation of recommended control measures, would be required during the construction phases of the proposed project. Operational activities may expose nearby sensitive receptors to increased levels of air pollution. In addition to evaluating the level of sensitive receptor exposure to the criteria pollutants identified in the Federal Clean Air Act, the California Clean Air Act, and the National and California Ambient Air Quality Standards, an evaluation of the exposure and impacts of toxic diesel vessel emissions will be added as a subject of special concern. These impacts will be discussed in the EIS/EIR.

e. Would the project create objectionable odors affecting a substantial number of people?

Potentially Significant Impact. Short-term objectionable odors associated with the use of diesel powered heavy equipment and paving and asphaltting activities could occur in areas near the proposed project construction sites. Odors produced from the operation of the proposed facilities would be activity-dependent and are likely to be similar to the odors produced from existing crude oil terminal loading, transfer, and storage operations. The impacts associated with these odors will be evaluated in the EIS/EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES. Would the project:

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|--|-------------------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f. Conflict with the provisions of an adopted habitat conservation plan; natural community conservation plan; or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

- a. Would the project have a substantial adverse impact, either directly or through habitat modifications on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?**

Potentially Significant Impact. The California brown pelican and the California least tern, both of which are on federal and state endangered species lists, are found in the harbor area, as are peregrine falcons which are identified on the state endangered species list. The least tern nesting site is located immediately to the east of the project marine terminal site. In addition, Elegant and Caspian terns, species protected by the Migratory Bird Treaty Act, have nested in the project area in the last few years. Construction activities, including placement of the 42-inch pipeline, during the nesting season (April through August) may have the potential to adversely affect this species. Lighting at the project site during operations also has the potential for long-term impacts on the least tern through increasing light in the area and by providing perches for predatory birds.

Marine vessel discharge of ballast water has the potential to transport invasive species to harbor waters. However, the State of California implemented a Ballast Water Management Plan in January 2000 to minimize the risk from invasive species. The plan mandates ballast water exchange in mid-ocean waters (200 nautical miles from land) or retention of all ballast water while berthed at the Port, to minimize potential impacts.

These issues will be addressed in the EIS/EIR.

- b. Would the project have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?**

Less Than Significant Impact. Construction activities that would occur at some of the alternative storage tank site locations, particularly the Seaside Avenue/Terminal Way site, could affect plants such as trees that provide terrestrial wildlife habitat. No dredging activities are assumed to be part of the proposed project, but some pile driving is assumed to be necessary for installation of the breasting dolphins at the berthing site. These activities

have the potential to cause short-term impacts to marine organisms, particularly fish, in the vicinity of the pile driving. No riparian habitat or other sensitive natural communities in the project areas would be affected. However, petroleum product throughput during project operations could have the potential for spills, accidents, or leaks of hazardous materials that could affect biological residents of harbor waters. These issues will be evaluated in the EIS/EIR.

- c. **Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marshes, vernal pools, coastal wetlands, etc.), through direct removal, filling, hydrological interruption, or other means?**

No Impact. No known federally protected wetlands exist in or near the project marine terminal site, storage terminal sites, or pipeline routes. Therefore, this issue will not be addressed in the EIS/EIR.

- d. **Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?**

Less than Significant Impact. The proposed project is not expected to interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, except as discussed above for sensitive species. However, petroleum product throughput during project operations would result in vessel berthing at the marine terminal, and could increase the potential for spills, accidents, or leaks of hazardous materials that could affect biological residents and nursery areas of the harbor.

Marine vessel discharge of ballast water has the potential to transport invasive species to harbor waters. However, the State of California implemented a Ballast Water Management Plan in January 2000 to minimize the risk from invasive species. The plan mandates ballast water exchange in mid-ocean waters (200 nautical miles from land) or retention of all ballast water while berthed at the Port, to minimize potential impacts.

These issues will be addressed in the EIS/EIR.

- e. **Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

Potentially Significant Impact. Most of the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance at the marine terminal or new pipeline corridors. However, the Seaside Avenue/Terminal Way storage tank site appears to have trees present that would need to be removed for storage tank and containment area construction. Loss of those trees may be in conflict with local policies or ordinances. Therefore, this issue will be addressed in the EIS/EIR.

f. Would the project conflict with the provisions of an adopted habitat conservation plan; natural communities conservation plan; or any other approved local, regional, or state habitat conservation plan?

Less Than Significant Impact. The project sites are not located in an adopted Habitat Conservation Plan (HCP) area or Natural Communities Conservation Plan (NCCP) area. The NCCP program, initiated in 1991 under the State's Natural Community Conservation Planning Act, is administered by the California Department of Fish and Game (CDFG 2003). A cooperative planning effort between the resource agencies and development community, the NCCP program provides for the conservation of biological diversity by implementing regional protections for plants, wildlife, and habitats, while allowing compatible development. The only approved NCCP near the Port is the Palos Verdes Peninsula Sub-Regional Plan, which was designed to protect coastal sage scrub and does not include Port lands.

HCPs are administered by the U.S. Fish and Wildlife Service and are intended to identify how project impacts on endangered species will be mitigated (USFWS 2003). HCPs are required for Incidental Take Permits issued for otherwise lawful activities that may harm listed species or their habitats. To obtain a permit, an applicant must submit an HCP outlining proposed actions to “minimize and mitigate” the impact of the permitted take on the listed species. There are no HCPs in place for the Port.

The County of Los Angeles has also established 61 Significant Ecological Areas (SEAs) (County of Los Angeles 1992). Los Angeles County developed the concept of SEAs in the 1970s simultaneously with development of the original County General Plan. SEAs were originally defined to correspond with the Land Use and Open Space Elements of the County General Plan. The nesting site for the least tern within the Port is identified as a SEA. The Port has an agreement with the U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, and the California Department of Fish and Game regarding protection of the least tern nesting site, and project site development is not in conflict with this agreement. However, this issue will be addressed in the EIS/EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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V. CULTURAL RESOURCES. Would the project:

- a. Cause a substantial adverse change in the significance of a historical resource as defined in California Environmental Quality Act (CEQA) Section 15064.5?

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?

Potentially Significant Impact. Construction of the Pier 400 Landfill was recently completed (2002), while the potential tank farm locations on Terminal Island date from the mid to late twentieth century. Portions of the proposed 24-inch pipeline route between the Ultramar Terminal and the Ultramar/Valero Refinery would pass through older areas that are not constructed from fill material. Installation of the pipeline in these areas could potentially affect the significance of a historic resource such as a structure or building. This issue will be addressed in the EIS/EIR.

b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5?

Potentially Significant Impact. There are no known archaeological resources at proposed locations of the marine terminal and tank farms. The terminal and tank farm sites are made entirely of fill materials and have been occupied since the mid to late twentieth century. However, there is potential for buried artifacts to be uncovered during trenching for portions of the 24-inch pipeline or during other related construction activities occurring in areas of non-fill material. Although artifacts are not expected, this issue will be addressed in the EIS/EIR.

c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. The project locations possess no known paleontological resources (City of Los Angeles 1996a) or unique geologic features. Fossils are found in the following geologic formations in the Los Angeles area: Chino Formation, Topanga Formation, Monterey Formation, Modelo Formation, Pico Formation, Late Pliocene Fernando Formation, Timms Point Silt, Loma Marl, San Pedro Sand, and Palos Verdes Sand (City of Los Angeles 1996a).

These formations do not occur in the project locations. This issue will not be addressed in the EIS/EIR.

d. Disturb any human remains, including those interred outside of formal cemeteries?

No Impact. Construction of the Pier 400 Landfill was recently completed (2002), while the potential tank farm sites on Terminal Island are located on man-made fill dating from the mid to late twentieth century. No human remains are known to exist within the project site areas. This issue will not be addressed in the EIS/EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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VI. GEOLOGY AND SOILS. Would the project:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic groundshaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Potentially Significant Impact. The Los Angeles Basin, including the harbor, is an area of known seismic activity. Active and potentially active strands of the Palos Verdes fault underlie the site. The risk of seismic hazards such as fault rupture cannot be avoided. Building and construction design codes are meant to minimize structural damage resulting from a seismic event but cannot constitute a guarantee against structural failure. The exposure of people to fault rupture is a potential risk with or without any project undertaken in the harbor. Potential impacts will be discussed in the EIS/EIR.

ii) Strong seismic ground shaking?

Potentially Significant Impact. The Los Angeles Basin, including the harbor, is an area of known seismic activity. The risk of seismic hazards such as ground shaking cannot be avoided. Building and construction design codes are meant to minimize structural damage resulting from a seismic event but cannot constitute a guarantee against structural failure. The exposure of people to seismic ground shaking is a potential risk with or without any project undertaken in the harbor. This issue will be discussed in the EIS/EIR.

iii) Seismic-related ground failure, including liquefaction?

Potentially Significant Impact. The project area may be impacted by seismic-related ground failure, including liquefaction since it is partly constructed on a hydraulically placed landfill area. Building and construction design codes are meant to minimize structural damage resulting from a seismic event but cannot constitute a guarantee against structural failure. The exposure of people to seismic-related ground failure is a potential

risk with or without any project undertaken in the harbor. This issue will be discussed in the EIS/EIR.

iv) Landslides?

No Impact. The project sites are located on relatively flat landfill and are surrounded by similar topography. The sites are not identified in the City of Los Angeles General Plan as being in hillside areas (City of Los Angeles 1994). The closest identified landslide activity area (Point Fermin) is approximately 1.7 miles southwest of the project sites, at the closest point. The project sites would not be subject to localized slides and mudflows. This issue will not be addressed in the EIS/EIR.

b. Would the project result in substantial soil erosion or the loss of topsoil?

Potentially Significant Impact. The proposed project would involve ground disturbance associated with grading, excavations, and general construction. Such ground disturbance could potentially result in erosion-induced siltation of harbor waters. Erosion can be reduced through incorporation of Best Management Practices. Potential erosion and erosion control will be discussed in the EIS/EIR.

c. Is the project located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslides, lateral spreading, subsidence, liquefaction, or collapse?

Potentially Significant Impact. The project sites are mostly constructed on landfill, which may become unstable. Lateral spreading and liquefaction could both occur in the event of a large earthquake. Subsidence in the Port of Los Angeles-Port of Long Beach area was first observed in the 1920s and increased between the 1930s and 1950s as a result of the removal of oil from the Wilmington Oil Field. Secondary injection of water into the oil-depleted zones in 1958 reduced the rate of subsidence and allowed partial rebound of the subsided areas. As long as the balance between extraction and fluid injection is maintained, future subsidence is not expected to be a major concern. While the proposed project is not anticipated to contribute to subsidence or otherwise alter this balance, the potential for ground failure will be discussed in the EIS/EIR.

d. Is the project located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Potentially Significant Impact. Expansive soils are defined as those that exhibit shrink-swell behavior, which is the cyclic change in volume (expansion and contraction) that occurs in fine-grained clay sediments caused by serial wetting and drying. Over an extended period of time, expansive soils can cause structural damage, usually as the result of inadequate soil and foundation engineering or the placement of structures directly on expansive soils. However, standard soils testing and associated geotechnical engineering would reduce adverse effects associated with such soils. The potential for expansive soils will be discussed in the EIS/EIR.

e. Would the project have soils that are incapable of supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal

of wastewater?

No Impact. The City of Los Angeles Department of Public Works Bureau of Sanitation provides sewer service to all areas in its jurisdiction, including the project sites. Project implementation would not require septic tanks or alternative wastewater disposal systems. This issue will not be addressed in the EIS/EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Be located within an airport land use plan area or, where such a plan has not been adopted, be within 2 miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

Potentially Significant Impact. The proposed project would transport, via ships and pipeline, and store petroleum products. In addition, construction and operation of the facilities will involve use of other hazardous materials. These activities may increase the chance for spills, accidents, or leaks of hazardous materials in the vicinity of the project area. These potential impacts will be evaluated in the EIS/EIR.

- b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?**

Potentially Significant Impact. See “a” above.

- c. Would the project emit hazardous emissions or handle hazardous materials or acutely hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school?**

Less Than Significant The College of Oceaneering, a private school located at 272 South Fries Avenue in the harbor, is immediately adjacent to one of the proposed 24-inch pipelines. This pipeline would transport crude oil and intermediate petroleum products, but no acutely hazardous materials. Exposure of contaminated soil and/or groundwater during construction could result in emissions or handling of contaminated soil/groundwater in the vicinity of the school. These safety concerns can be lessened through incorporation of a site-specific health and safety plan and a contingency plan for potentially encountering contamination in the subsurface. The proposed pipeline would increase the chance for spills, accidents, or leaks of petroleum products to occur in the vicinity of the school. However, potential spills can be lessened through incorporation of spill contingency plans. These potential impacts will be evaluated in the EIS/EIR.

- d. **Is the project located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

Less Than Significant. The alternative storage terminal locations and proposed pipeline alignments may be located on documented or undocumented hazardous materials/waste sites. Exposure of contaminated soil and/or groundwater during construction could result in a safety hazard to on-site workers. These safety concerns can be lessened through incorporation of a site-specific health and safety plan and a contingency plan for potentially encountering contamination in the subsurface. This issue will be discussed in the EIS/EIR.

- e. **For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

No Impact. The project site is not located within an airport land use plan area or within two miles (3.2 km) of a public airport or a public use airport. The closest airport, Torrance Municipal Airport, is approximately 5 miles (8 km) from the project site. This issue will not be evaluated in the EIS/EIR.

- f. **For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

No Impact. The project is not located within the vicinity of a private airstrip and will not result in a safety hazard for people residing or working in the project site vicinity. This issue will not be evaluated in the EIS/EIR.

- g. **Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Less Than Significant. The proposed project sites would receive, store, and distribute petroleum products, in compliance with existing emergency response and evacuation plans. The proposed project would incorporate preventative planning to assure that the possible interference with emergency response and evacuation plans does not occur during upgrade activities and increased operations. Although proposed actions are not expected to interfere with emergency response and evacuation plans, project compliance will be discussed in the EIS/EIR.

- h. **Would the project expose people or structures to the risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

No Impact. There are no wildlands adjacent to or in the general vicinity of the project sites. The majority of the project sites would remain earthen or paved, as under existing conditions, and no increased fire hazard is expected. Therefore this impact will not be discussed in the EIS/EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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VIII. HYDROLOGY AND WATER QUALITY.

Would the project:

a.	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g.	Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h.	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i.	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j.	Contribute to inundation by seiche, tsunami, or mudflow?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

a. Would the project violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. During construction and operation of the proposed project stormwater runoff and other discharges would be managed in accordance with applicable Regional Water Quality Control Board (RWQCB) regulations.

Proposed off-loading, storage, and distribution of crude oil may increase the potential for spills, accidents, or leaks into the soil, groundwater, or marine environment, which could impact water quality. Effects can be reduced with implementation of a Storm Water Pollution and Prevention Plan (SWPPP), a Spill Prevention Control and Containment Plan (SPCCP) and a Source Control Program. Discharge of hydrostatic test water also has the potential to impact harbor water quality. These issues will be addressed in the EIS/EIR.

b. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

No Impact. Groundwater within the vicinity of the project sites has significant saltwater intrusion and is therefore unsuitable for use as drinking water. The proposed project would not directly change the quantity of groundwater or have any impact upon aquifers, as groundwater beneath the project area would not be utilized as part of the project. This issue will be addressed in the EIS/EIR.

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation onsite or offsite?

Less Than Significant. The proposed project would involve ground disturbance associated with grading, excavations, and general construction. Such ground disturbance could

potentially result in erosion-induced siltation of harbor waters. Erosion can be reduced through implementation of Best Management Practices and a SWPPP. This issue will be addressed in the EIS/EIR.

- d. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite?**

Less Than Significant Impact. The project includes paving at the liquid bulk marine terminal and storage tank sites, resulting in an increase in the amount of impervious area and an associated slight increase in surface runoff. This issue will be addressed in the EIS/EIR.

- e. Would the project create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

Less Than Significant. As discussed above in “d”, the project would result in a slight increase in surface runoff into harbor waters. The stormwater drainage system would be designed to accommodate this increase in runoff. Proposed off-loading, storage, and distribution of crude oil may increase the potential for spills, accidents, or leaks into surface waters or the marine environment, which could impact water quality. Impacts can be reduced with implementation of a SWPPP and a SPCCP. This issue will be addressed in the EIS/EIR.

- f. Would the project otherwise substantially degrade water quality?**

Potentially Significant Impact. Transport, off-loading, storage, and distribution of petroleum hydrocarbons may increase the chance of spills or leaks that could release hazardous materials into the groundwater or marine environment and impact overall water quality. Potential impacts to groundwater and harbor waters will be evaluated in the EIS/EIR.

- g. Would the project place housing within a 100-year flood plain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

No Impact. No housing is proposed as part of the project. Therefore, this issue will not be evaluated in the EIS/EIR.

- h. Would the project place within a 100-year flood plain structures that would impede or redirect flood flows?**

Less Than Significant Impact. Portions of the project sites may be located within a 100-year floodplain, as designated by the City of Los Angeles General Plan Safety Element (City of Los Angeles 1994). However, the proposed structures included in the project would be constructed so as not to impede or redirect flood flows. This issue will be evaluated in the EIS/EIR.

i. Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, as a result of the failure of a levee or dam?

No Impact. There are no levees or dams in the vicinity that would be subject to failure and expose people or structures associated with the project to a significant risk of loss, injury, or death involving flooding. Therefore, this issue will not be evaluated in the EIS/EIR.

j. Would the project contribute to inundation by seiche, tsunami, or mudflow?

Potentially Significant Impact. The project site is sufficiently flat and distant from any hillsides or canyons that mudflows would not be caused by the project. A tsunami is a large sea wave produced by submarine earth movement or volcanic eruption. A seiche is a seismically induced oscillation or wave in a confined body of water, such as a lake, reservoir, or harbor. The project site is located in an area potentially subject to inundation by a tsunami (City of Los Angeles 1994). Similarly, the project sites could be subject to partial flooding due to a seiche in the Outer Harbor area. This issue will be discussed in the EIS/EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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IX. LAND USE AND PLANNING. Would the project:

a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a. Would the project physically divide an established community?

Less Than Significant Impact. The sites for the marine terminal and storage areas and the right-of-ways for the 48-inch and 36-inch pipelines are located entirely within Port boundaries and would not affect any established community. A portion of the 24-inch pipeline right-of-way may traverse through the southern part of the Community of

Wilmington. Some division and disruption to the community could occur in this area on a temporary basis during construction. However, the pipeline would be buried and, following construction, would not impose any long-term disruption or division effects. This issue will be discussed in the EIS/EIR.

- b. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

Less Than Significant Impact. The project sites are primarily located in the Port’s Planning Areas 5 (Wilmington District), 7 Terminal Island/Main Channel District), and 9 (Terminal Island/Seaward Extension District), which are characterized by a lot of Industrial and Liquid Bulk land uses. Short-term plans for these Planning Areas include port-related industrial and commercial development, waterfront general cargo, liquid bulk handling, and marine terminals. Long-term plans envision possible relocation of marine oil terminals to Planning Area 9 within the Port. The project sites and surrounding Port areas are zoned [Q] M3, which permits heavy industrial uses. A portion of the 24-inch pipeline right-of-way may traverse through the southern part of the Community of Wilmington. The consistency of the pipeline right-of-way with the Wilmington Community Plan will be evaluated in the EIS/EIR.

- c. Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?**

No Impact. There is currently only one approved Habitat Conservation Plan or Natural Community Conservation Plan in the vicinity of the project, i.e., the Palos Verdes Peninsula Sub-Regional Plan. This plan has been designed to protect coastal sage scrub. There is also a marine protected area, the Point Fermin Marine Refuge. Neither of these areas are near the proposed project sites. No habitat conservation plans or natural community conservation plans apply to the project locations. Therefore, this issue will not be discussed in the EIS/EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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X. MINERAL RESOURCES. Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

- a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

Less Than Significant Impact. A portion of the proposed 24-inch pipeline will be located within the Wilmington Oil Field (City of Los Angeles, 1996b). However, the amount of land given over to pipeline right-of-way is small and will not prevent access to the mineral resources associated with the Wilmington Oil Field. The proposed project would not result in the loss of oil wells or create an obstruction to access of the Wilmington Oil Field.

According to the Division of Mines and Geology, project sites located in MRZ areas classified as “MRZ-1,” which is defined as areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence (California Department of Conservation, Division of Mines and Geology, 1994), would have no impact on availability of mineral resources. Sites located in areas designated other than MRZ-1 could have some level of impact. This issue will be evaluated in the EIS/EIR.

- b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**

Less Than Significant Impact. According to the Division of Mines and Geology, project sites located in MRZ areas classified as “MRZ-1,” which is defined as areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence (California Department of Conservation, Division of Mines and Geology, 1994), would have no impact on availability of mineral resources. Sites located in areas designated other than MRZ-1 could have some level of impact. This issue will be evaluated in the EIS/EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XI. NOISE. Would the project:

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|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a. Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Expose persons to or generate excessive groundborne vibration or groundborne noise levels? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Be located within an airport land use plan area, or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Be located in the vicinity of a private airstrip and expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a. Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies**

Potentially Significant Impact. Construction activities could generate substantial noise levels which people would be exposed to on a periodic basis. Project operational activities could also result in increased noise levels above existing conditions. Potential noise impacts will be discussed/evaluated in the EIS/EIR.

- b. Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

Potentially Significant Impact. Construction activities could generate excessive groundborne vibration or groundborne noise levels on a periodic basis. This issue will be discussed in the EIS/EIR.

- c. Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

Less Than Significant Impact. Project operations could result in increased noise above ambient conditions. However, the locations of increased noise (marine terminal and storage

areas) would not be near any residential or sensitive receptors. This issue will be discussed in the EIS/EIR.

d. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. Construction of the marine terminal, storage areas, and pipelines and operational activities associated with the terminal and storage areas may generate temporary or periodic increases in ambient noise levels. This issue will be discussed in the EIS/EIR.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The project is not located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport. Therefore, this issue will not be discussed in the EIS/EIR.

f. For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The project is not located within the vicinity of a private airstrip. Therefore, this issue will not be discussed in the EIS/EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XII. POPULATION AND HOUSING. Would the project:

a. Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a. Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and business) or indirectly (for example, through extension of roads or other infrastructure)?**

Less Than Significant Impact. The proposed project involves construction and operation of a marine terminal, storage terminals, and pipelines. These facilities are designed to accommodate projected increases in crude oil and related petroleum product throughput volumes needed to meet market demand. Growth-inducing impacts of the project are expected to be less than significant; however, these impacts will be evaluated in the EIS/EIR.

- b. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

No Impact. There is no housing within the proposed project boundaries for the marine terminal, the storage areas, the 48-inch pipeline, or the 36-inch pipeline that would be displaced as a result of this project. A portion of the 24-inch pipeline route may go through the Community of Wilmington. However, the right-of-way for the 24-inch pipeline would be in streets and not affect housing. Therefore, this issue will not be discussed in the EIS/EIR.

- c. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

No Impact. The project would not result in the displacement of any persons. Therefore, this issue will not be discussed in the EIS/EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIII. PUBLIC SERVICES. Would the project:

- a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:

i Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
iv Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

- a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:**

i) Fire protection?

Less Than Significant Impact. The proposed project would include fire suppression and emergency response systems, as required by the Los Angeles Fire Department. The suppression and emergency response systems would be designed in accordance with fire department recommendations and other appropriate recognized design standards. Although the increase in demand for fire services is expected to be minor, increases in liquid bulk throughput during future operations may require additional fire protection. This impact will be evaluated in the EIS/EIR.

ii) Police protection?

Less Than Significant Impact. Police services for the Port are provide by the LAHD Port Police (Port Police), who have first-response responsibility in an emergency, and the Los Angeles Police Department (LAPD). Port Police headquarters are located in the Harbor Administration Building at 425 South Palos Verdes Street in San Pedro. The Port Police maintain a staff of 75 sworn offices that enforce municipal, state and federal laws, as well as Port tariff regulations. The department maintains 24-hour land and water patrols with a fleet of 242 land vehicles, 4 police boats, and a single zodiac (rubber boat with a motor) used to transport police divers. Port Police currently patrol the project area, and response time to the site is estimated at two to three minutes.

Although the Port Police are first responders in an emergency, the LAPD holds primary responsibility for police services in the project area, since the Port is part of the City of Los Angeles. The LAPD Harbor Division is located at 2175 John S. Gibson Boulevard in San Pedro. The Harbor Division maintains a staff of 96 officers, with between 16 and 24 officers on duty per shift, 4 shifts per day. The station is responsible for patrols throughout San Pedro, Harbor City, and Wilmington. The standard response time for emergencies is 10.5 minutes, and 30 minutes for non-emergencies. Officers are available

as needed from other City divisions, as well as from the Los Angeles County Sheriffs Department and the Long Beach Police Department.

Each Port berth typically maintains its own security personnel, as would the proposed Pacific Energy marine terminal and storage terminal sites. Although additional police protection may be required from time to time to manage traffic or respond to calls as a result of increased activity during future operations, such impacts would be periodic and short-term. This issue will be addressed in the EIS/EIR.

iii) Schools?

Less Than Significant Impact. Although expected to be minimal, the increase in employment resulting from the proposed project will be evaluated in the EIS/EIR to determine its impacts to schools.

iv) Parks?

Less Than Significant Impact. The proposed project could result in some increase in the number of regional employees, but this is not expected to place much increased demand on parks beyond that which currently exists. The right-of-way for the 24-inch pipeline would be close to the Banning's Landing Community Center. Minor impacts could be caused by construction of the pipeline near this area. These issues will be discussed in the EIS/EIR.

v) Other public facilities?

Less Than Significant Impact. The U.S. Coast Guard (USCG) maintains a facility on Terminal Island, south of the project site. The USCG is a federal agency responsible for a broad range of regulatory, law-enforcement, humanitarian, and emergency-response duties. The USCG mission includes maritime safety, maritime law enforcement, protection of natural resources, maritime mobility, national defense, and homeland security. Within the Port, the USCG's primary responsibility is the safety of vessel traffic in Port channels and coastal waters. The 11th USCG District provides support to the Port, including the project marine terminal site. In cooperation with the Marine Exchange, the USCG operates the Vessel Traffic Information Service (VTIS), which is intended to enhance vessel safety in the main approaches to the Port.

The proposed project would increase marine vessel calls at Pier 400 by 96 ship visits per year by the year 2012, and could increase demand for the services of the USCG. The increased vessel traffic could also increase the safety risk to recreational boaters in the Outer Harbor, as well as the risk to other ships, other Port terminals, and workers at the Port. While impacts are anticipated to be less than significant, these issues will be addressed in the EIS/EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. RECREATION. Would the project:				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

- a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

Less Than Significant Impact. There is expected to be some minor increase in the number of employees but this is not expected to increase demand for parks or other recreational facilities beyond what currently exists. This issue will be evaluated in the EIS/EIR.

- b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?**

Less Than Significant Impact. There is expected to be some minor increase in the number of employees, but this is not expected to increase demand for parks or other recreational facilities beyond what currently exists. This issue will be evaluated in the EIS/EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. TRANSPORTATION/TRAFFIC. Would the project:				
a. Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause, either individually or cumulatively, exceedance of a level-of-service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in vessel traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections), or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

- a. Would the project cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?**

Less Than Significant Impact. The petroleum products will be moved exclusively by pipeline, not by truck. Some increased vehicular movement would occur during construction due to both construction vehicles and worker vehicles. However, these increases would be temporary and less than substantial in comparison to existing traffic. Operation of the project

would cause a minor increase in employee vehicles and delivery vehicles, however, product will be moved by pipeline not truck. This issue will be evaluated in the EIS/EIR.

- b. Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?**

Less Than Significant Impact. The petroleum products will be moved by pipeline not by truck. The project-only and cumulative impacts of increased vehicular movement during construction and operation are expected to be minor. This issue will be evaluated in the EIS/EIR.

- c. Would the project result in a change in vessel traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

Potentially Significant Impact. Increased marine vessel movements would occur as a result of the project. In addition, the new berth at Pier 400 may potentially create a safety risk for other vessels by berthing large supertankers in the outer harbor in the vicinity of the approaches to the main channel of Los Angeles Harbor. These potential impacts will be evaluated in the EIS/EIR.

- d. Would the project substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

No Impact. The proposed project would not affect roadway design or use. This issue will not be addressed in the EIS/EIR.

- e. Would the project result in inadequate emergency access?**

Less Than Significant Impact. The design of the project will take into account emergency access to minimize impacts on it. This issue will be discussed in the EIS/EIR.

- f. Would the project result in inadequate parking capacity?**

Less Than Significant Impact. Facility parking areas to accommodate marine terminal and storage tank area employees and visitors would be built in the project areas as part of the project. Although no significant impacts are expected, this issue will be discussed in the EIS/EIR.

- g. Would the project conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

Less Than Significant Impact. Construction of portions of the 24-inch pipeline route could interfere with bus stops and/or bicycle lanes on a short-term basis. However, overall the project is expected to have less than significant impact on alternative transportation policies or facilities. This issue will be discussed in the EIS/EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS.				
Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the projected demand of the project in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the solid waste disposal needs of the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a. Would the project exceed wastewater treatment requirements of the applicable regional water quality control board?

Less Than Significant Impact. The construction and operation of the project would generate wastewater requiring treatment. However, the project would be required to comply with requirements of the Regional Water Quality Control Board, and the impacts would be less than significant. This issue will be discussed in the EIS/EIR.

- b. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

Less Than Significant Impact. The proposed project would not require, or result in the need for development of new water and wastewater treatment facilities. The existing water and sewer systems may need to be altered somewhat to accommodate the additional water and sewer needs. This issue will be discussed in the EIS/EIR.

- c. Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

Less Than Significant Impact. The proposed project would require construction of new minor storm water drainage infrastructure for the new marine terminal and tank farms. Additionally, minor modifications to the existing storm water drainage infrastructure to accommodate additional storm water runoff in the vicinity of the project construction will be necessary. This issue will be evaluated in the EIS/EIR.

- d. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

Less Than Significant Impact. The project will increase water demand by a small amount. This issue will be discussed in the EIS/EIR.

- e. Has the wastewater treatment provider, which serves or may serve the project, determined that it has adequate capacity to serve the projected demand of the project in addition to the provider's existing commitments?**

Less Than Significant Impact. The City of Los Angeles Department of Public Works, Bureau of Sanitation, provides sewer service to all areas within its jurisdiction, including the project site. Adequacy of wastewater disposal service is evaluated based on conveyance capacity (typically via a gravity-driven underground pipeline network) and treatment capacity prior to discharge. The Bureau of Sanitation maintains sewer lines in the project area, as well as a wastewater treatment plant on Terminal Island. The Terminal Island Treatment Plant is located at 455 Ferry Street on Terminal Island. The proposed project would result in minor increases in wastewater treatment service requirements. This issue will be discussed in the EIS/EIR.

- f. Is the project served by a landfill with sufficient permitted capacity to accommodate the solid waste disposal needs of the project?**

Less Than Significant Impact. Construction and operation are anticipated to generate relatively small amounts of waste requiring disposal in a landfill. This issue will be discussed in the EIS/EIR.

g. Would the project comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. The proposed project would be compliant with all federal, state, and local regulations pertaining to the disposal of solid waste. More specifically, the project would be compliant with all applicable codes pertaining to solid waste disposal. These codes include, Chapter VI Article 6 Garbage, Refuse Collection of the City of Los Angeles Municipal Code, Part 13 Title 42 - Public Health and Welfare of the California Health and Safety Code, and Chapter 39 Solid Waste Disposal - of the United States Code. This project would also be compliant with AB 939, the California Solid Waste Management Act, which requires each city in the state to divert at least 50 percent of their solid waste from landfill disposal through source reduction, recycling, and composting. Most construction/demolition debris is crushed and reused for other construction projects in the Port. Because the project would implement and be consistent with the procedures and policies detailed in these codes, there will be no impacts associated with consistency related to laws pertaining to solid waste disposal. This issue will not be addressed in the EIS/EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XVII. MANDATORY FINDINGS OF SIGNIFICANCE.

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a. **Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?**

Potentially Significant Impact. As set forth, the proposed actions have the potential to degrade the quality of the environment with regard to several resource areas. These potential impacts will be evaluated in the EIS/EIR and where feasible, measures will be identified to mitigate these impacts.

- b. **Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)**

Potentially Significant Impact. The EIS/EIR will evaluate potential cumulative impacts.

- c. **Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?**

Potentially Significant Impact. The EIS/EIR will evaluate any potential substantial adverse effects on human beings.

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